

Sustainable Transportation Plan Advisory Committee

Meeting

May 26, 2021

1-2:30 pm

Agenda

- 1) Welcome and Introduction to Remote Meeting, including Ground Rules.
- 2) Approve minutes of November 6, 2020, December 16, 2020, and April 7, 2021.
- 3) Connect Arlington Final Draft Recommendations and Strategies.
 - Review final plan updates and revisions based on committee comments and staff review; report on discussions with Select Board members.
 - b. Vote to endorse final plan.
- 4) Next steps for plan implementation.
- 5) Adjourn.



Minutes



Sustainable Transportation Plan Advisory Committee

Sustainable Transport

Sustainable Transp

Date: Friday, November 6, 2020 Time: 9:30 AM – 11:00 AM Location: Conducted via Remote Pau

In attendance: Mike Rademacher, Ho Wayman, Doug Mayo-Wells, Len Dig Jenny Raitt, Ali Carter, Matt Smith, A

Minutes

Welcome and Introduction to I

Daniel Amstutz read a set of puthe Committee would follow to Executive Order in response to meetings, which suspended the quorum of committee member committee meeting. Amstutz of for the meeting.

Date: Wednesday, December 16, 2020

Time: 1:00 PM – 2:30 PM

Location: Conducted via Remote Partic

In attendance: Mike Rademacher, Hea Wayman, Doug Mayo-Wells, Len Diggi Jenny Raitt, Ali Carter, Ezekiel Wheele

Minutes

1. Welcome and Introduction to Re

Daniel Amstutz read a set of pre the Committee would follow to h Executive Order in response to t meetings, which suspended the

quorum of committee members be physically present in order to note an official committee meeting. Amstutz confirmed the committee members in attendance for the meeting.

2. Connect Arlington Draft Recommendations and Strategies.

Date: Wednesday, April 7, 2021 Time: 1:00 PM – 2:30 PM

Location: Conducted via Remote Participation

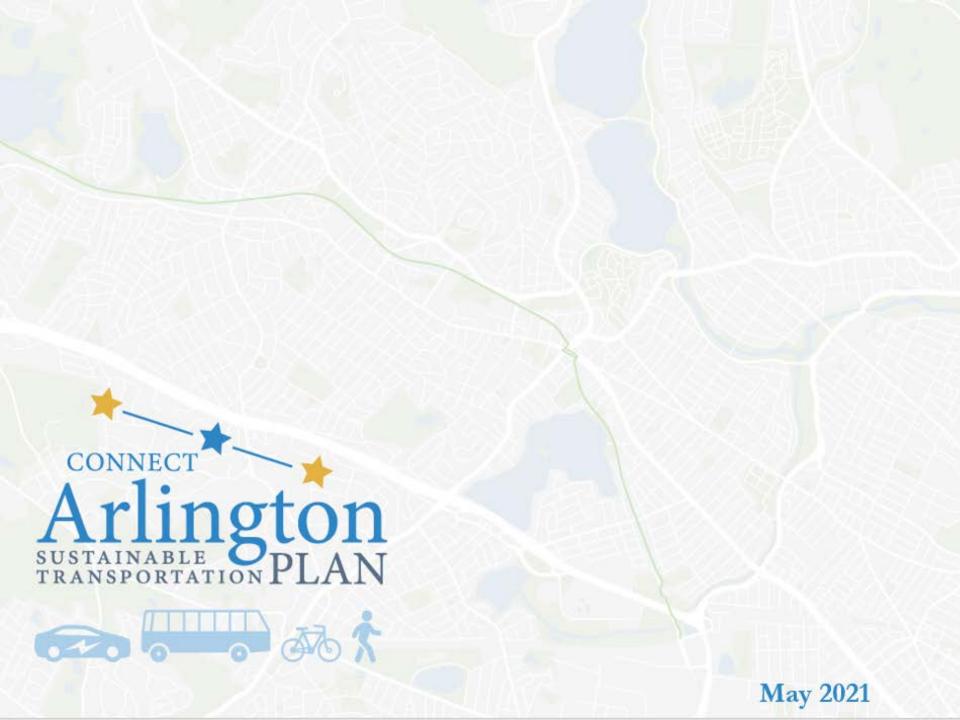
In attendance: Mike Rademacher, Heather Barber, Darcy Devney, Daniel Amstutz, Julie Wayman, Doug Mayo-Wells, Len Diggins, Rachael Stark, Kristine Shah, Jenny Raitt, Brian Ristuccia. Petru Sofio.

Minutes

1. Welcome and Introduction to Remote Meeting, including Ground Rules.

Daniel Amstutz read a set of prepared remarks explaining the procedures that the Committee would follow to hold a virtual meeting. Governor Baker signed an Executive Order in response to the COVID-19 pandemic allowing virtual meetings, which suspended the usual Open Meeting Law requirement that a quorum of committee members be physically present in order to hold an official committee meeting. Amstutz confirmed the committee members in attendance for the meeting.





Connect Arlington: Additional Revisions

- Many edits for grammar, typos, clarity, accuracy
- Color palette and other changes to make it more accessible
- Revised acknowledgements section, added list of figures, minor formatting changes for clarity and consistency
- Plan to be organized as four parts: Executive Summary, Strategic Plan, Factbook, Public Engagement Summary
- Revised Transportation Priority graphic
- Revised A.2.1 and A.2.2 (Complete Streets plan) to clarify steps to update plan and then implement
- Revised and updated C.4.1 (enhance pedestrian safety at crossings), added C.4.1.1
 as specific strategy to review unsignalized crosswalk safety on major roads
- Revised D.2 (Multi-use path on Mystic Valley Parkway) to clarify project and limits
- H.2 biannual update of LTIP, not quarterly
- Significant refinement of metrics and targets, data to track
- Edits to implementation tables to rearrange some lead entities, add extra supporting entities, add in and revise strategies as needed

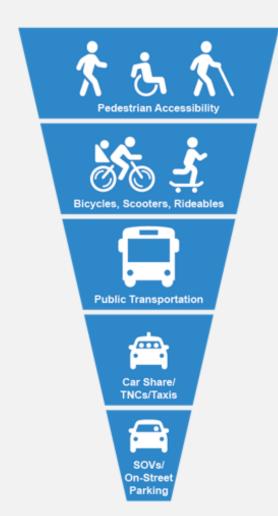
WHAT IS A SUSTAINABLE TRANSPORTATION PLAN?

A sustainable transportation plan provides a comprehensive planning and implementation framework to ensure a community's transportation network provides multiple ways to move around in a manner that is accessible, safe, convenient, and affordable for all users regardless of their age, race, gender, ability, disability, ethnicity or income, throughout different stages of their lives. Essentially, sustainable transportation provides a system of choice that connects people to where they want and need to be in a manner that is equitable, maintainable, fiscally viable and environmentally responsible.

As a sustainable transportation plan, the strategy must address three key elements:

- Providing all people with a safe, well maintained, accessible transportation network of choice—multiple ways to accomplish a trip;
- Managing auto congestion through providing reliable alternatives to the car to ensure people and goods are able to move about with minimal trip delays (and enhance productivity); and
- Minimizing negative transportation impacts on the environment, primarily through the reduction of greenhouse gas emissions (GHGs).

To do so requires a new way of thinking about how people and goods move about town and the region. The more people rely on non-polluting transportation options like walking and bicycling, lower polluting (per capita) options like transit, and incorporate "green" practices like electrification and sustainable infrastructure design, the more the Town will be able to meet the goals set forth in this document. Think of this plan as inverting the pyramid of transportation priorities. Whereas in the past, the car was the priority, followed by transit and then bicycling and walking, this plan aims to put more efficient and low-polluting modes first, as well as high-occupancy, shared and commercial vehicles, and put single-occupancy vehicles (SOVs) lowest on the priority list because they are inefficient, polluting and create greater congestion.





Bikeway Design Guided provide many design options that may be applicable to different segments of the lane sharing network. Based on the Project Team's assessment, the primary trade-off to providing bike lanes on these routes will be the removal of on-street parking along some segments. (The Town should engage with abutters from the outset to understand the impacts that may result from removal of on-street parking.)

To ensure progress is being made, the Town could prioritize implementation along corridors that require minimal removal of on-street parking, while ongoing outreach and design strategies are developed for corridors that require more trade-offs. Initial corridors could include:

- Mystic Street from Mystic Valley Parkway to the Winchester line; and
- Summer Street from Mill Street to Mystic Street, which look to be possible with minimal removal of on-street parking (if off-street parking could be provided for users of Buzzell Field Park).

D.2 Construct a multiuse path along Mystic Valley Parkwayfrom the Minuteman Bikeway at Arlington Center to the Mystic River Path along Summer Street and the Mystic Valley Parkway.

D.2.1. Work with DCR to design the multi-use path.

Although the Minuteman Bikeway connects to the Mystic River via the Alewife Brook Greenway on the east side of Arlington, there is an opportunity to make a direct connection to the west along Mystic Valley Parkway and Summer Street to where the Bikeway passes by Buzzell Field. This connection is currently challenging for cyclists and pedestrians due to unsafe intersections, limited accessibility to nearby neighborhoods, and poor path quality between Medford Street and River Street. The existing pathway along the Mystic Valley Parkway should be designed to be a high-capacity multiuse facility for bicyclists, walkers, and runners, and the intersections of Mystic Street/Summer Street/Mystic Valley Parkway and Route 60 (Medford Street)/Mystic Valley Parkway must be made safer for non-motorized users. Given much of the corridor provides considerable area, Arlington should work with DCR and advocate for separated facilities—one for higher speed bicycles and another for pedestrians—to make for a comfortable and safe facility for all active users. During this process, the Town of Arlington applied for a MassTrails grant to study this opportunity but had not been notified at the time of this plan's completion. Particular attention should be paid to the Medford Street crossing where the presence of a rotary on each side of the river makes for an extremely difficult crossing for both bicyclists and pedestrians. (See Strategy D.5.2 for more.)

⁶ https://nacto.org/publication/urban-bikeway-design-guide/

Final Plan Outreach

- Select Board members one-on-ones
 - Conducted late April through May
 - Very supportive
 - Questions about parking, traffic calming, private ways, costs, benefits of active transportation, LTIP, endorsement
 - Bring to Board in June, after Town Meeting when Board meetings are less constrained
- Master Plan Implementation Committee 4/30
 - Questions on TAC, funding, capital planning; also very supportive

Connect Arlington – Next Steps

- Final draft of public engagement summary and picture sources from Nelson/Nygaard
- Make final edits (enhance info about public health benefits, edit bike map if possible/easy) and put together as four parts
- Select Board endorsement planned for June
- Promote plan to public
- Begin/Continue Implementation
 - Chestnut Street, Mass Ave/Appleton (A.3., C.3.)
 - Minuteman Bikeway Planning Project (B.3.)
 - Mystic Valley Parkway to Bikeway (MassTrails Grant application) (D.2.)
 - Vision Zero Policy (A.1)
 - Complete Streets Prioritization Plan (A.2.1)
 - Neighborhood Traffic Calming (A.4)
 - Pedestrian crossing guidelines and improvements (C.4)
 - Local Transportation Improvement Program (H.2)

Connect Arlington – Discussion

- Any major "sticking points" that have not been addressed?
- Further recommendations on implementation priorities?
- Anything more that should be done before endorsement?
- Discussion of implementation next steps?

Connect Arlington – Endorsement

